



FOCUS PROGRAM
Station Area and Land Use Planning Program
CYCLE FOUR
PROGRAM GUIDELINES



Program Description

The Station Area and Land Use Planning Program is an initiative to finance planning efforts that will result in land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase the housing supply within station areas, including affordable housing for low-income residents
- (2) Boost transit ridership and thereby reduce vehicle miles traveled (VMT) by station area residents, employees and visitors
- (3) Increase walking, bicycling, carpooling, carsharing, local transit and other transportation options for residents, employees and visitors within the station area
- (4) Increase jobs in station areas and provide access to jobs elsewhere along transit corridors, and
- (5) Locate key services and retail within station areas

Grantees must address all station area and land use planning elements listed below under Planning Elements on page 2. If a precise or specific plan encompassing the station area has been completed or amended within the last 10 years, select planning elements listed on page 2 may be excluded from the planning process. An explanation of how the planning element has been satisfied must be included in the application.

Grantees successful in securing funding under Cycle Four of the Station Area and Land Use Planning Program will enter into funding agreements with MTC in spring 2011. The overall program is jointly managed by both MTC and ABAG.

Who Can Apply?

Local governments (cities and counties) can apply for station area and land use planning funding. Plans are expected to encompass approximately a half-mile radius around the transit station. Local governments must partner with the transit providers serving the station area and the relevant county congestion management agency in order to receive funding. Partnerships with local non-profit groups and community-based organizations are also strongly encouraged.

In this funding cycle of Station Area and Land Use Planning Program, applicants will be limited to:

- Station areas in the following transit extension projects identified under MTC's Resolution 3434 that do not currently meet MTC's TOD policy for minimum housing thresholds: (1) BART east Contra Costa rail extension (eBART); (2) BART downtown Fremont to San Jose/Santa Clara extension (SVRT); (3) Sonoma-Marín Rail corridor (SMART); (4) Dumbarton Rail corridor, and (5) potential terminals for ferry service expansion by the Water Transit Authority.
- Areas approved as planned or potential Priority Development Areas (PDAs) to the FOCUS program.

How Much Funding is Available?

MTC has reserved \$5.4 million in planning grant funds through 2012 to fund station area and land use plans. MTC anticipates awarding approximately half of this amount in this funding cycle, reserving the remaining funds for another station area and land use planning funding cycle in 2012.

A minimum of \$100,000 and a maximum of \$750,000 is available per grant recipient. A local match of 20% of the total project budget is required and must be provided as a cash match. For example, a jurisdiction with a \$500,000 planning project could apply for \$400,000 in grant funding with a \$100,000 cash match.

Eligible Planning Activities:

The Station Area and Land Use Planning Program will provide financial support for planning processes that seek to increase transit ridership by maximizing the development potential around current or future transit stations or corridors. Planning processes that have the greatest potential for resulting in real land use policy changes and new development will be the most competitive.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic or project-level Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended but not required as part of the proposed planning process. There must, however, be a strong implementation component for any planning process funded under this program, including agreement by the local jurisdiction to formally adopt the completed Station Area and Land Use Plan.

Planning Elements:

Station Area and Land Use Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual**. At a minimum, plans should include the planning elements listed below.

As noted on page one, if a precise or specific plan encompassing the station area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs and explain how all remaining planning elements outlined below have been satisfied.

A detailed description of each planning element is included in the **Appendix** to the Station Area and Land Use Planning Program application. Additional information is also found in the *Station Area Planning Manual*.

- (1) An overview profile of the station area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the station area, as well as any known issues to be addressed in the planning process
- (2) A significant public outreach and community involvement process targeting traditionally under-served populations
- (3) The development of several detailed land use alternatives
- (4) A market demand analysis for housing at all levels of affordability, jobs and retail in the station area
- (5) A housing strategy that promotes housing affordable to low-income residents and attempts to minimize the displacement of existing residents
- (6) A multi-modal station access and connectivity component
- (7) Pedestrian-friendly design standards for streets, buildings and open space
- (8) An accessibility analysis for people with disabilities that ensures fully accessible transit stations, accessible paths of travel between the stations and surrounding areas, and visitable and habitable housing units
- (9) A parking demand analysis to assess parking demand and management strategies appropriate for a station area – both at the station and for surrounding commercial and residential properties
- (10) An Infrastructure development analysis and budget
- (11) An implementation plan, along with a financing strategy, to ensure that the Station Area and Land Use Plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

Planning Timeframe:

Station Area and Land Use Plans ***must be completed within 30 months*** from the effective date of the funding agreement between the applicant and MTC.

*http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf

Evaluation Criteria & Application Process

PART ONE: SCREENING CRITERIA

- (a) Station Area is part of a transit corridor identified in Resolution 3434 or has been designated as either a planned or potential Priority Development Area (PDA) under the FOCUS program
- (b) Applicant is partnering with relevant local transit providers serving station area
- (c) Applicant has committed minimum local match amount (20% of total project cost)
- (d) Resolution from City Council supporting *EITHER*
 - a. the proposed planning process for Resolution 3434 station areas *OR*
 - b. the area as a Priority Development Area under the FOCUS program
- (e) Application is complete and responsive.

PART TWO: EVALUATION CRITERIA (100 POINTS TOTAL)

1. Project Impact (30 points)

- (a) Potential for Station Area and Land Use Plan to boost transit ridership, increase transportation options, increase the housing supply within the station area, particularly affordable housing for low-income residents, increase employment in the station area and provide access to jobs elsewhere along the transit corridor, and locate key services and retail within the station area.
- (b) Potential for the transit station and/or transit serving the station to be operational within 10 years
- (c) Potential for Station Area and Land Use Plan to provide planning assistance for a low-income area or community of concern (as defined by MTC through the Lifeline Transportation Program).
- (d) Potential for Station Area and Land Use Plan to meet or exceed Placetype guidelines proposed in the *Station Area Planning Manual*.

2. Existing Policies (10 points)

- (a) Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies, such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies such as inclusionary zoning, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.

3. Planning Process (25 points)

- (a) Potential for Station Area and Land Use Plan to address the planning elements described in Part 6 of the application, as well as the Station Area Planning Principles in the *Station Area Planning Manual*. Narrative includes strong strategic approach to addressing all of the planning elements. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

4. Local Commitment (20 points)

- (a) Planning process is ready to go and will proceed shortly after approval of station area and land use planning grant award. City is prepared to see the plan through to implementation.
- (b) Demonstration of community support for planning process (public involvement to date, letters of support, etc.).
- (c) Developers and major property owners are supportive and will be part of the proposed planning process.

5. Implementation (15 points)

- (a) Plan is intended for adoption by City Council or Board of Supervisors and will result in tangible policy changes including a general plan amendment and zoning changes if necessary
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

PART THREE: APPLICATION PROCESS

Step 1: A Call for Applications is issued in December 2010. Applications are due March 1, 2011.

Step 2: Applicants are evaluated using the criteria outlined above. The applications will be evaluated by representatives of ABAG, MTC, and partner agencies. *Staff reserves the right to screen applications from further review by the evaluation panel if applications are incomplete or non-responsive to key elements of the program.*

Step 3: Based on the final recommendations of the evaluation team, and funding availability of the overall program, MTC's Executive Director will make a final funding recommendation to the Commission in April 2011.

Step 4: Following the Commission's approval, grant recipients will enter into a funding agreement with MTC and proceed. Station Area and Land Use Plans must be completed within 30 months from execution of the funding agreement. Planning funds not invoiced within 30 months will revert to the planning program.

Applications for funding under the Station Area and Land Use Planning Program must be submitted in electronic format only. E-mail application materials to Therese Trivedi, Station Area and Land Use Planning Program Manager, at ttrivedi@mtc.ca.gov.